

11 November 2024

TfNSW reference: WST24/00264/002 | SF2024/125016
Your reference: SSD-9619 (PAE-77334994)

Department of Planning, Housing and Infrastructure
Locked Bag 5022
PARRAMATTA NSW 2124

Attention: Carl Dumpleton

SSD-9619 Modification 1 – Tilbuster Solar Farm – TfNSW response

Dear Carl,

Transport for NSW (TfNSW) is responding to the Modification 1 for Tilbuster Solar Farm, SSD-9619, referred on 28 October 2024 via the Major Projects Portal.

TfNSW has reviewed the Modification Report prepared by Enerparc Australia dated August 2024 and the Traffic Assessment (Appendix D3) prepared by Amber Organisation dated 8 July 2024. TfNSW notes that this modification has changed the development in these key areas:

- Expansion of the development footprint by 11.81 hectares;
- A change in definition for Oversize Overmass vehicles;
- Extension of weekend construction hours and days;
- The addition of the Port of Newcastle as an origin destination for the haulage route; and
- Extension of the construction period from 12 months to 24 months.

Additional information is required in order to properly assess potential impacts on the state classified transport network and its users. This information is requested to be provided at the Response to Submissions (RtS) stage. Details of the required information are set out in **Attachment 1**.

On request, TfNSW can participate in a meeting with DPHI and the Applicant to further discuss the information in **Attachment 1**. If you have any questions, please contact Ruvimbo Timba, Development Services Case Officer, on 1300 019 680 or email development.renewables@transport.nsw.gov.au.

Yours sincerely,



Sarah Anderson

Manager, Development Services West
Transport Planning
Planning, Integration and Passenger

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Attachment 1

SSD-9619 Modification 1 – Tilbuster Solar Farm – TfNSW response

This attachment relates to TfNSW's response dated 11 November 2024 reference WST24/00264/002.

Additional information required | TfNSW comments.

The Traffic Assessment prepared by Amber Organisation dated 8 July 2024 will need to be updated to include the below information. The below information is also to be addressed within a revised TIA and provided at the Response to Submission (RtS) stage. It must be clear where changes have been made in the Traffic Assessment and revised TIA; this can be in the form of a document with tracked changes or a table provided within the document detailing where and what changes have been made.

Development Footprint Expansion

1. TfNSW notes that the development footprint expansion will include access road widening and realignment to the relocated substation. Clarification is sought on where this increased construction footprint is and whether this will have any direct impacts on the New England Highway or road reserve. Noting that any changes to the width must not be contradictory to the approved strategic designs in Appendix 5 for the BAR/BAL and to Condition B5(b) of the Notice of Determination (NoD) dated 3 March 2022, which limits the sealed carriageway to 6.0m and 0.75m (unsealed) shoulders on both sides of the New England Highway.

Overseize Overmass (OSOM) vehicle definition

2. TfNSW have no concern with the proposed definition change in the Notice of Determination (NoD) to reflect heavy vehicle/s requiring escort as defined by the National Heavy Vehicle Regulator (NHVR) NSW Class 1 Carrying Vehicle Operator's Guide. A breakdown of the expected number and vehicle configurations of all heavy vehicles, OSOM vehicles and high risk OSOM vehicles is required to demonstrate that despite the change in definition, each vehicle type is still accounted for and compliant with the restrictions of the permissible traffic volumes as per Condition B1 in the NoD dated 3 March 2022.

Extension to weekend construction hours

3. TfNSW notes that the Saturday construction work hours have been extended by 5 hours and an additional workday (Sunday) from 8am to 6pm has been added. Updated traffic volumes will need to be provided for the additional construction day and hours, together with a comparison with the original traffic volumes. This is required to demonstrate that the additional traffic volumes do not change the outcome of the original turn warrant assessment.

Port of Newcastle haulage route origin

4. TfNSW have no concern with the addition of the Port of Newcastle as an origin destination for the haulage route for all oversize/overmass vehicles (OSOM), if evidence is provided to TfNSW that all OSOM with the laden dimensions and weights (load plus vehicle combinations) conform with the restrictions and limitations identified within the NHVR NSW Class 1 Load Carrying Vehicle Operator's Guide. If the laden dimensions of the OSOM do not conform with the NHVR NSW Class 1 Load Carrying Vehicle Operator's Guide and if one of the dimensions or weights fall for the OSOM

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are classed as high risk OSOM (as defined by the TfNSW website), then a concept route analysis will be required to be provided to TfNSW for review as a part of the response to submissions.

Note: NHVR permits do not cover road works or upgrades and environmental approvals required along any proposed OSOM route. Any road works or upgrades works required along the OSOM route must be included within the scope of works of this modification (inclusive of strategic concept designs) to ensure the development is constructable.

Construction period changes

5. TfNSW notes that the construction period has changed from 12 months to 24 months and will now be staged as follows: 6 months for the access road, 12 months for the solar farm and 6 months for commissioning. The associated traffic impacts from the additional construction period will need to be accounted for. This should include, but is not limited to, a breakdown of the updated peak construction period for each stage, workforce numbers, light and heavy vehicle volumes during the AM/PM network and comparison for project peak, reassessment of the cumulative impacts from other SSD developments, and updates to the turn warrant assessment. Any mitigation measures for additional impacts are required. Where there are any changes from the original traffic impact a comparison table is required.

Note: Strategic concept designs will need to be provided as a part of the revised TIA if the revised turn warrant assessment identifies the requirement for higher order intersection treatments.